



# 2016–2025 State Transportation Improvement Program *Amendments*

Through a combination of increased fees for Division of Motor Vehicle services and redirected existing revenue, the General Assembly took steps in the state budget, House Bill (HB) 97, that will result in an estimated \$1.6 billion in additional funding for transportation construction over the next 10 years.

## What We're Doing

The recently approved 2016–2025 State Transportation Improvement Program (STIP) was developed based on the 10-year revenue forecast approved in 2014. Now that there is an updated budget forecast that includes additional funding, we will update the STIP following Strategic Transportation Investments law requirements. The additional funding will allow us to fund more projects and also accelerate some projects that were previously included in the STIP. Additional projects will be identified from those previously scored based on the same Prioritization 3.0 weights and criteria (data) used to develop the 2016–2025 STIP.

## Division Needs

This category will receive 30% of the available revenue, about \$500 million, shared equally across NCDOT's 14 Transportation Divisions, which are groupings of local counties. Scores were based 50% on local rankings by area planning organizations and the NCDOT Transportation Divisions, and 50% on data using the following P3.0 criteria:

- Congestion (20%)
- Benefit/Cost (20%)
- Safety (10%)

## Regional Impact

This category will receive 30% of available revenue, about \$500 million. Projects on this level compete within regions made up of two adjoining NCDOT Transportation Divisions, with funding divided among the regions based on population. Scores were based 70% on data and 30% local rankings using the following P3.0 criteria:

- Congestion (25%)
- Benefit/Cost (25%)
- Safety (10%)
- Accessibility/Connectivity (10%)

## Statewide Mobility

This category will receive 40% of available revenue, about \$685 million. Scores were based 100% on data using the following P3.0 criteria:

- Congestion (30%)
- Benefit/Cost (30%)
- Economic Competitiveness (10%)
- Safety (10%)
- Multimodal, Freight and Military (20%)

## Timeline

We will present the Board of Transportation the schedule changes, called STIP amendments, for review at its December meeting, with approval expected in January 2016.

## Other Funding Increases

Funding for projects in the STIP, referred to as capital projects, is allocated from the Highway Trust Fund. Funding for other projects such as highway maintenance comes from the Highway Fund (HF). Along with more money for construction projects, HB 97 also provides nearly \$500 million in additional funds over the two-year biennium (Fiscal Years 2016 and 2017), allowing NCDOT to make a greater investment in taking care of our existing highways and bridges. These funds are allocated across the state and prioritized based on need.

## Additional Funding by Program

**Bridge Program:** \$146 million over two years, for a total of nearly \$453 million in biennium

**Contract Resurfacing:** \$147 million over two years, for a total of more than \$964 million in biennium

**Pavement Preservation:** \$55 million over two years, for a total of \$185 million in biennium

**Secondary Road Maintenance:** \$57 million over two years, for a total of more than \$591 million in biennium

**State-Aid to Municipalities (Powell Bill):** Funds increased by \$400,000 over last year and now are set at \$147.5 million per year, eliminating the previous allocation formula to determine funding

**State Ports Modernization:** \$70 million in biennium; first-time funding